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SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

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COUNTRY USSR(Ukrainian SSR)

DATE DISTR. 15 February 1952

SUBJECT Motorcycle (Mototsikletny) Plant at Kiev

NO. OF PAGES 2

PLACE
ACQUIRED 25X1A [REDACTED]NO. OF ENCLS. 2
(LISTED BELOW)DATE OF
INFO. 25X1A [REDACTED]SUPPLEMENT TO
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1. The Kievski Mototsikletny was in the northwestern outskirts of Kiev (50°28'N/30°32'E), southwest of the cable factory, east of the cemetery, near the highway to Dnipro (50°19'N/28°40'E) and on the railroad line. * The plant had spur tracks.
2. The plant was an armament factory during the war. Part of the buildings were destroyed. When the plant was reconstructed after the war two new workshop buildings for the construction of motorcycles were added. In 1946 and 1947 machines dismantled in the Alexander Works in Chemnitz (N 51/K 66) and in the Fichtel & Sachs Plant in Reichenbach (N 51/K 23) were installed. The reconstruction of the plant was not yet completed in May 1948, but the production of motorcycles had started in November 1946. M. Poshyakov is the chief technical designer of the motorcycle plant.
3. The location of the various departments in the plant area cannot be determined from available sketches. The plant comprised a foundry, a molding shop, a forge, a tank track department, a repairshop, two assembly shops, a modern oxygen department equipped with American machines, a carpentry shop, a transformer station, two boiler houses with smoke stacks, an underground gasoline dump with eight tanks each holding 20,000 liters and one large tank of unknown capacity. The plant's motorcycle department included a welding shop, two washing shops for motorcycle parts, a spare part depot, two engine test rooms, an electric measuring installation, a nickel-plating shop and a forge equipped with four pneumatic hammers. The plant got its electric power from the Kiev power plant.
4. T-34 tanks were repaired. About sixty T-34 tanks were allegedly repaired daily late in 1947. *** KLB Kievlyanin motorcycles, with two-cycle engines and 98 cc cylinder volume, and a new type motorcycle called KLD were manufactured. ** The blueprints of the KLD motorcycle were completed in September 1949. The KLD motorcycle is somewhat slower than the M1A and K-125 type motorcycles, but the ignition system is simpler and safer, it weighs 12 kg less, and the fuel consumption is lower. The plant also manufactured covered motor tricycles for transportation of goods. It was planned to have an annual output of 15,000 motorcycles by the fall of 1946, later to be increased to 60,000 units. The actual production

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is said to have been about 250 units monthly in September 1947 and about 800 units in the summer of 1948. Engine parts for motorcycles and spare parts for tanks, such as chassis, engines, guns, turrets, and tracks, were supplied by other plants.

5. The motorcycle plant employed between 1,300 and 1,500 workers working in three 8-hour shifts.

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Comment. See Annex 1 for map indicating the location of the plant.

Comment. See Annex 2 for details on these motorcycles.

Comment. It seems certain that tank repair work was suspended after the plant had been converted to motorcycle production. Recent information is not available. However, the repairs required in peacetime could probably be handled by the Kiev-Darnitsa Tank Plant.

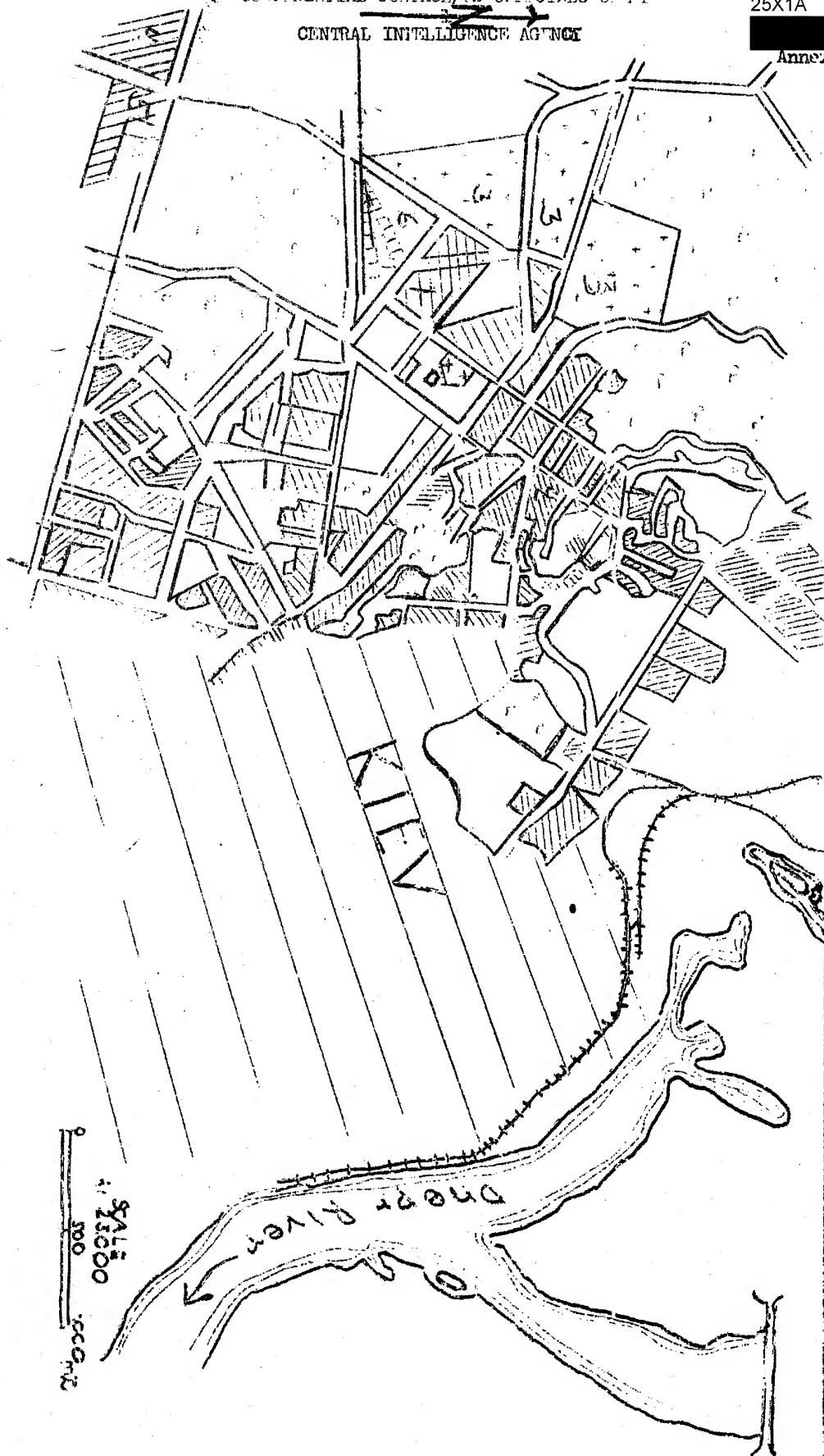
2 Annexes: 1 sketch on ditto, 1 typed list

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Annex 1



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Legend

- 1 Motorcycle Plant
- 2 Cable Factory
- 3 Cemetery
- 4 "Bolshevik" Plant
- 5 Moving Picture Studio
- 6 Railroad line
- 7 Freight railroad station
- 8 Arterna highway
- 9 Highway to Zhitomir

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Specification on the K1B type and K1D Type Motorcycles

	<u>K1B type</u>	<u>K1D type</u>
Wheel base	1,275 mm	1,165 mm
Ground clearance	135 mm	153 mm
Ground clearance with lowered pedal	86 mm	-
Length of motorcycle	2,010 mm	1,850 mm
Width of motorcycle	655 mm	640 mm
Height of motorcycle	980 mm	930 mm
Weight of motorcycle	61 kg	59 kg
Maximum speed	50 km per hour	65 km per hour
Starting distance and time up to 40 km per hour	90 meters in 13.5 second	70 meters in 9.7 seconds
Fuel consumption for 100 km at 40 km per hour on level asphalt road	2.5 liters	1.9 liters
Tank capacity	8.3 liters	8.3 liters
Cruising range at 40 km per hour	330 km	335 km
Ignition	Magneto generator MG-10	
Exhaust	single exhaust double exhaust (einkanalig (zweikanalig, mit Deflektor) gegenlaeufig)	
Cylinder volume	98 ccm	98 ccm
Cylinder diameter	48 mm	48 mm
Piston stroke	54 mm	54 mm
Maximum output	2.3 HP	3.3 HP
Revolutions at maximum output	4,000 rpm	4,700 rpm
Fuel	Motor gasoline and oil mixture at a ratio of 25:1	
Carburetor	K-26	K-26
Ball bearing of the crankshaft	Special ball bearing	Standard ball bearing
Motor gear transmission (Uebersetzungen-Motor- Wechselgetriebe) gear transmission (im Wechsel- getriebe)	1 : 2.5	1 : 2.5
First gear	1 : 2.6	1 : 2.6
Second gear	1 : 1.77	1 : 1.57

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Rear wheel gear transmission	1: 2.54	1 : 2.36
General figures (allgemeine Zahlen) on gear shifts:		
First gear	1 : 16.5	1 : 15.36
Second gear	1 : 11.25	1 : 9.26
Transmission on the starting wheel	Roller chain, single, 12.7 x 5.6 mm	
Frame	Welded tubes, closed type	
Front fork	Punched, parallelogram linkage system	
	closed (two springs tension)	open one spring (compression)
Wheels and brakes:		
Front wheel	Block brakes	
Rear wheel	Block brakes (motorcycle type)
Light	Generator MG-10	
Voltage and wattage	6 volt, 15 to 17 watt	
Gear system	Manual	Pedal
Wheels	...	Reinforced
Tires	2.25x26	2.50x19

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